



NANTUCKET HISTORICAL COMMISSION

Town of Nantucket
2 Fairgrounds Road
Nantucket, Massachusetts 02554

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June 8, 2021

Mr. Frank Ayotte
Associate Vice President
Hazen & Sawyer
24 Federal Street, 5th Floor
Boston, MA 02110

RE: Nantucket Sewer Force Main #3
MHC # RC.60870

Dear Frank:

Many thanks to you, Director David Gray, and Environmental Partners Principal Ziad Kary for meeting with the NHC last Friday to discuss the Sewer Force Main #3 project, Sea Street to Atlantic Avenue section. I'm writing to summarize the discussion points, follow up steps, and share the presentation of historical concerns along the route.

Here is what I believe we discussed:

- The 75% plans show surface reconstruction of sidewalks noted in pink. Where the installation of utilities requires sidewalks to be removed, they will be re-installed using the same curbing and brick. Curbs will be numbered and kept track of, so they can be reinstalled at the same location. Pictures will be taken before, during and after the project.
- The route includes narrow streets with historic structures. Excavation will be 5-7 feet with some areas up to 10 feet deep. Engineers will use geotechnical monitoring to assess any changes to the level of the earth beyond allowable thresholds. Movement will be detected and mitigated. Pre and post construction videos will be recorded.

- The route includes first generation schist curbs, second generation granite curbs, contemporary granite curbs, and concrete curbs (please see “Preserving Historic Pavement on Nantucket” for a discussion of curb types and preservation standards of treatment). We don’t expect any of the schist or granite curbs to break as part of this process, given the strength of the material and the care that will be taken. However, we expect that concrete curbing located along Liberty Street and Atlantic Ave will not survive the operation. It will be replaced with new granite curb. Some areas currently without curbing will receive new granite curbing as part of reconstruction.
- Some bricks will break as part of this process. We discussed the specification for new and replacement brick. The NHC would like to build up more knowledge about brick types and possible specifications. The Commission will follow up with Holly and the DPW, should we be able to source additional information on brick. We understand that brick type might possibly be amended as a change order, even after bids are accepted.
- We discussed the concrete bollards present in places along the route (marked on the attachment to this letter). They are functional and are part of the historic pattern of use of the streets. You agreed to note the location of these concrete bollards and whenever they must be disturbed, they will be retained to their original location.
- There is a segment of stone sidewalk on Lily Street that will be excavated. Existing stones will be reset in stone dust or sand (not in mortar).
- Curbing will be set in low-strength concrete with a permeable base under the curb. Your team advised that because the concrete being used is of low strength, a sacrificial barrier is not necessary, and in any event might interfere with stabilization of the curb.
- Holly Backus is sourcing the specification for new granite curbing from the DPW and will supply a copy to the NHC. We have not yet seen it and may have some comments, which we’ll communicate through Holly.
- We discussed the curb reveal. Curbing will generally have a 3-4” reveal and areas of restoration will match the reveal of the surrounding areas. We discussed that the oldest curbs are 8-10” deep only, while the specification calls for 18” deep curbs. You assured us that the depth of the existing curbs will be investigated, and a scheme developed in advance to anchor all curbs effectively while also allowing for the 3-4” reveal. Everyone agreed that the ~4” reveal is important to protect pedestrians, channel storm water, and discourage parking on the sidewalks except when absolutely necessary.
- There are limited areas where the reveal will be only 1”. These are areas where cars must mount the curb as an unavoidable practice. For example, in the very narrow portion of Liberty Street between Gardner and North Liberty, and along a portion of Sea Street to allow egress from a driveway opposite. Areas of 1” reveal will be marked on the 100% plan available for comment.

- It's highly advisable and desirable to widen Liberty street between Gardner and North Liberty. We recommended the Town approach the owners of #40, 36, and 34 Liberty St. regarding a small easement to allow for widening.
- The DPW has requested several design changes to the 75% plans, and you presented these changes as annotated photos, pending drafting. You offered to share the drawings with the NHC for comment prior to final acceptance of the 100% plan. We appreciate the opportunity to comment on these design changes.
- Belgian block and cobblestones will be removed and reset where the route crosses Main Street and North Water Street. We discussed the idea of the DPW establishing official test areas of cobble restoration, so these areas may be monitored for performance over time. An objective of the test site includes improving permeability of the bedding material and decreasing standing water. You directed us to follow up with the DPW about this.
- Cobblestones under Winter Street will be pulled up and reclaimed. Returning Winter Street to cobbles will be a bid alternate.
- We discussed the historic elms along the route. You plan to avoid trees and we understand you will be consulting with the Tree Advisory Committee about protecting trees.
- Storm drains will be of grid type. 75% plans showing brick sidewalk along Atlantic will be bituminous concrete (asphalt).
- Situations of historic concern may arise in the field. In this case, it will be important for the working team to have a contact, to resolve questions or request information. All were agreed that this contact should be Holly Backus.

I've attached the NHC observations and photos the NHC noted on the 75% plan, that we shared with you in our meeting. One thing we forgot to mention is the cross slope of sidewalks along the route. MA CMR 521 allows for a cross slope of 2%. The 75% plans specify a cross slope of 1.5% max. We were curious if it wouldn't be advisable to allow a maximum of 2% cross slope, should conditions require it.

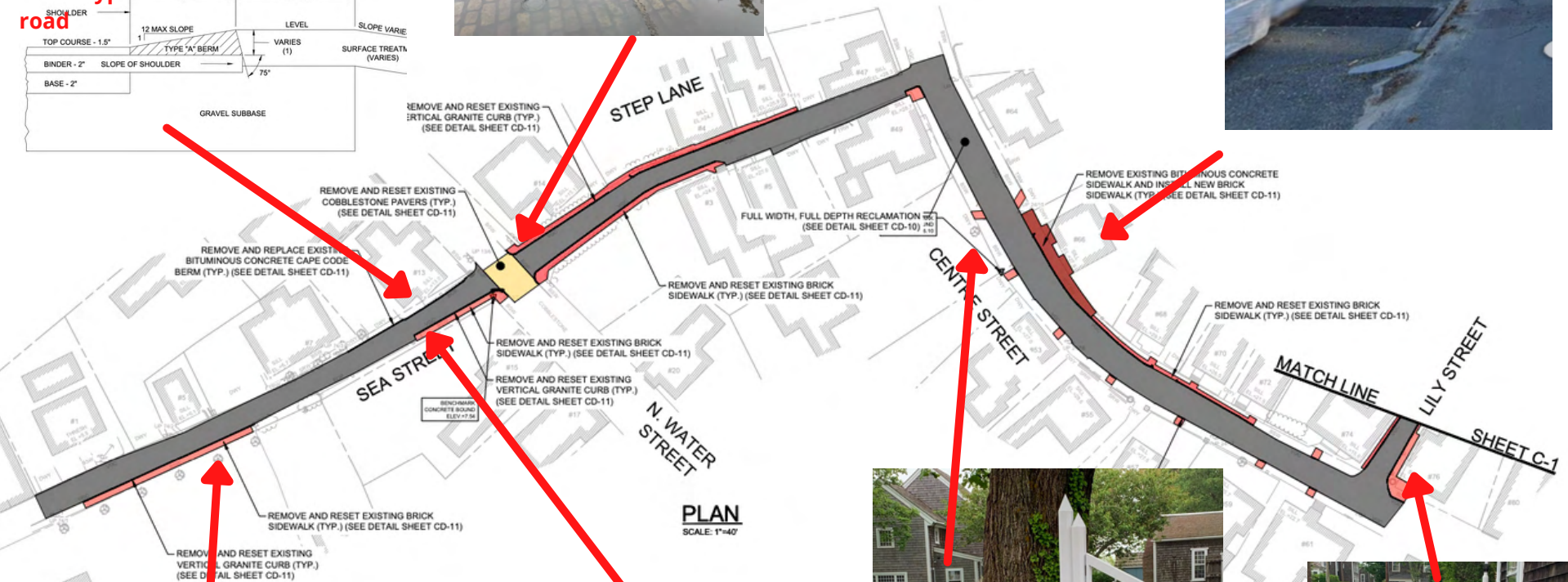
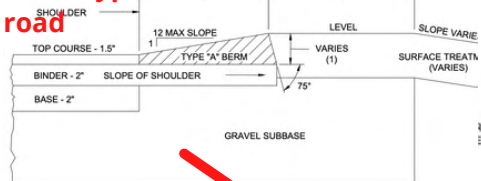
Regarding timeline, you explained that the 75% design was delivered May 12th and the final design will be delivered July 15th. The NHC will be afforded the opportunity to review and comment on the 100% plans. There will be a bid/advertise window of two months. The target for shovels in the ground is October 1st, with a start date not to be beyond October 28th. The work will proceed over 2.5 - 3 years, exclusive of the summer season. Should considerations arise during the project, it is possible to make reasonable amendments to the plans.

I hope all these notes are in accordance with your recollection of what we discussed last Friday. If there is any discrepancy, please let me know. Many thanks for your partnership and consultation. We look forward to seeing the revised plan and to continuing to work with you and the DPW to ensure a smooth process that also protects and preserves Nantucket's historic streetscape.

Sincerely,

Hillary Hedges Rayport
Chair
Nantucket Historical Commission

cc:
Brona Simon, SHPO, Massachusetts Historical Commission
Holly Backus, Town of Nantucket Preservation Planner
David Gray, Town of Nantucket Sewer Director
Rob McNeil, Town of Nantucket DPW Director
Libby Gibson, Town Manager



Example of New Sidewalk



Concrete bollards to remain



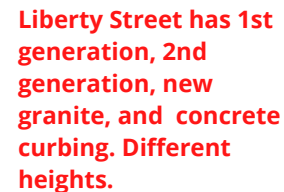
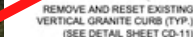
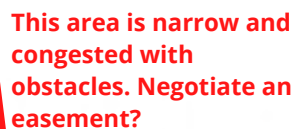
Need additional detail about specification for stone sidewalk

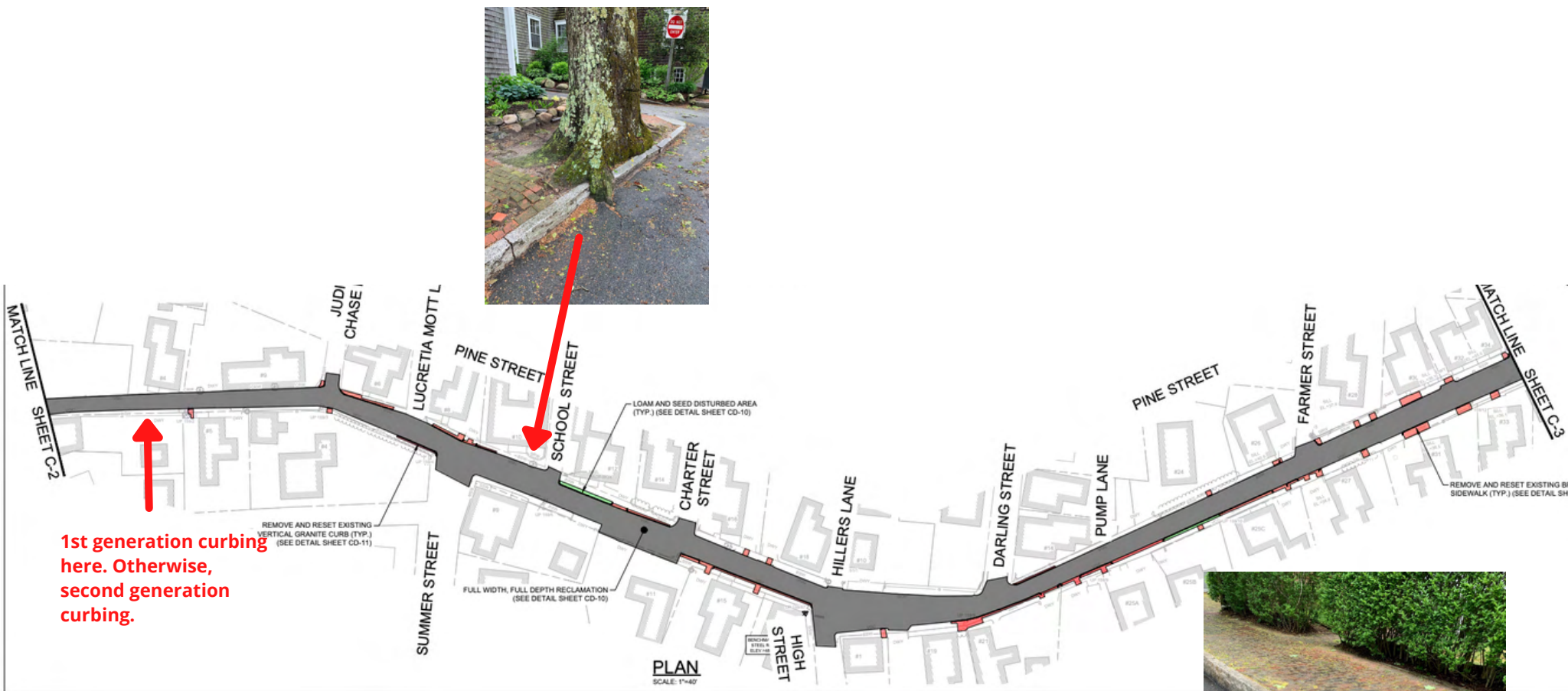
There are pink spaces throughout with no notes -- are these being restored?



Stone: dry set vs. cement; ADA concern? Placement.

very large important tree, wrapped around curb







Would this area benefit from rehabilitation?
Surface change?



ATLANTIC AVENUE

